WESTERN ARIZONA REGIONAL TRANSPORTATION COORDINATION PLAN

Prepared for the Western Arizona Council of Governments (WACOG)



Final Report

April 2007

WESTERN ARIZONA REGIONAL TRANSPORTATION COORDINATION PLAN



Final Report

RAE Consultants, Inc. 1029 East 8th Avenue Denver, CO 80218 303 860-9088 with Ostrander Consulting, Inc.

This report was funded through a grant to the Arizona Department of Transportation (ADOT) from the Federal Transit Administration (FTA) for the United We Ride program.

TABLE OF CONTENTS

I. I	INTRODUCTION	1
II.	WACOG REGION OVERVIEW	
	The WACOG Region	
	Existing Transportation Providers	5
	The Regional Plan Process	7
	Program Priorities and Evaluation Criteria	7
III.	BULLHEAD CITY SUB-REGION	
	Existing Transportation Providers	
	Assessment of Needs	
	Coordination Strategies to Address Needs	
	Sub-region Program of Projects Summary	12
IV.	KINGMAN SUB-REGION	
	Existing Transportation Providers	15
	Assessment of Needs	
	Coordination Strategies to Address Need.	
	Sub-region Program of Projects Summary.	18
V.	LAKE HAVASU SUB-REGION	
	Existing Transportation Providers.	22
	Assessment of Needs.	23
	Coordination Strategies to Address Needs	23
	Sub-region Program of Projects Summary.	24
VI.	MOHAVE COUNTY SUB-REGION	
	Existing Transportation Providers.	27
	Assessment of Needs	30
	Coordination Strategies to Address Needs	30
	Sub-region Program of Projects Summary	30
VII	I. LA PAZ COUNTY SUB-REGION	
	Existing Transportation Providers.	35
	Assessment of Needs.	
	Coordination Strategies to Address Needs	36
	Sub-region Program of Projects Summary	
VII	II. REGIONAL PROGRAM OF PROJECTS SUMMARIES	
	Summary of Grant Program Requests	40
AP	PENDICES	
	A Regional Stakeholder Meeting Summaries	
	B Mohave County Senior Program Vehicle Inventory	

I. INTRODUCTION

The purpose of this document is to address the planning requirement for a *Coordinated Public Transit-Human Services Transportation Plan*. These "*Transportation Coordination Plans*" are specifically mandated in SAFETEA-LU legislation, as well as in subsequent guidance from the Federal Transit Administration (FTA). Beginning in 2007, in order to receive funding under FTA's Section 5310, Section 5316 and Section 5317 programs, locally derived *Transportation Coordination Plans* must be developed. The FTA also expects Section 5311 and 5307 projects to be included in these *Plans*.

A summary of these FTA programs is provided below.

Section 5310 - Elderly Individuals and Individuals with Disabilities

Provides capital funding for transportation projects that serve the elderly and individuals with disabilities.

Section 5316 - Job Access and Reverse Commute (JARC)

Provides operating, administrative and capital funding for transportation projects that serve low income individuals who need transportation to work or to work-related activities.

Section 5317 -New Freedom

For new programs which provide transportation services which are above the requirements of the Americans with Disabilities Act (ADA).

Section 5311 – Rural Public Transit

Provides operating, administrative and capital funding for public transit projects in Non-Urbanized Areas.

Section 5307 – Urban Formula Program

Provides operating, administrative and capital funding for public transit projects in Urbanized Areas.

In Arizona, the 5310, 5316, 5317 and 5311 programs are managed by the Arizona Department of Transportation (ADOT). Section 5307 programs in small Urbanized Areas (UZAs) also have some, though much less, state involvement.

In order to assist local areas in developing the required *Transportation Coordination Plans*, ADOT has taken a regional approach. Organizations interested in applying for FTA funding were informed that, in order to receive funding, they would need to be included in the *Regional Transportation Coordination Plan* which was being developed in their area. The rural Councils of Governments (COG) and the small Metropolitan Planning Organizations (MPOs) were asked to serve as facilitators in the development of the *Regional Transportation Coordination Plans*. ADOT hired a consultant team to develop the initial Regional Coordination Plans for the regions in 2006 and 2007.

In the Western Arizona region, five sub-regions were identified based primarily on transportation service areas. The sub-regions are: Bullhead City, Kingman, Lake Havasu, Mohave County (including Colorado City), and La Paz County. Bullhead City, Kingman and Lake Havasu all have active general public transit agencies providing service locally. In addition to local coordination within these service areas, there are additional coordination opportunities within the US Highway 68/95 corridor that connects these communities.

Individual elements of the WACOG Regional Transportation Coordination Plan were developed for each sub-region.

This Western Arizona *Regional Transportation Coordination Plan* includes identified transportation needs for the Western Arizona Council of Governments (WACOG) planning region. It includes eight chapters. Chapter 1 provides a context for the plans and the planning process. Chapter 2 presents a summary of the WACOG region as a whole, as well as transportation providers in the area. Chapters 3-7 presents individual plan elements for the five identified sub-regions; Bullhead City, Kingman, Lake Havasu, Mohave County, and La Paz County. Chapter 8 presents strategies for regional coordination and a summary of projects.

The sub-regional plan elements present more detailed information, including the transit service area, information on existing providers, service gaps, coordination strategies, and a program of projects for anticipated funding requests.

II. WACOG REGION OVERVIEW

The WACOG Region

The Western Arizona Council of Governments (WACOG) is responsible for planning and delivery of various services from the Arizona State line in Northwest Arizona, to the Mexican border in Southwestern Arizona. WACOG is responsible for transportation planning for La Paz and Mohave Counties. Transportation planning for Yuma County is the responsibility of the YMPO and coordination strategies will be included in a separate plan.

The three counties share the Colorado River as the western border for the planning region. Figure 1 is a map of the WACOG area. Mohave and Yuma Counties are growing at one of the fastest rates in Arizona, while La Paz County is much smaller with a total population of approximately 21,000, with both Mohave and Yuma Counties having populations closer to 200,000. However, the La Paz County population increases enormously during the winter months when the "snowbirds" arrive. The demographics of the region consist of an elderly population of nearly 25%, with a large portion of the elderly being transportation dependant.

Western Arizona Council of Governments is a voluntary association of local governments established in 1971 by concurrent resolution of its member governments. The boundaries of Western Arizona Council of Governments comprise the county limits of Mohave, La Paz and Yuma Counties. The WACOG service area is referred to as Region IV.

There are numerous multi-jurisdictional challenges and opportunities confronting Western Arizona Council of Governments. Chief among these is the need to develop effective means of planning, cooperation and coordination of local governmental activities within a regional framework. A number of functional responsibilities have been assigned to Western Arizona Council of Governments. WACOG is the designated Regional A-95 Clearinghouse, the Community Action Agency, and the Area Agency on Aging. Planning activities and program delivery functions are conducted for Aging Services, Head Start, Transportation, Social Services, Community Services, Emergency Services and Community Development. In addition, issues of concern to entities within the area are undertaken by WACOG.

Three public transit systems serve the three largest cities, with numerous special needs transit providers providing transit services to their clients. Large geographical distances between population centers leads to high cost in delivery of transit services. Demands for transit services are expected to increase in future years as the population ages and growth continues.

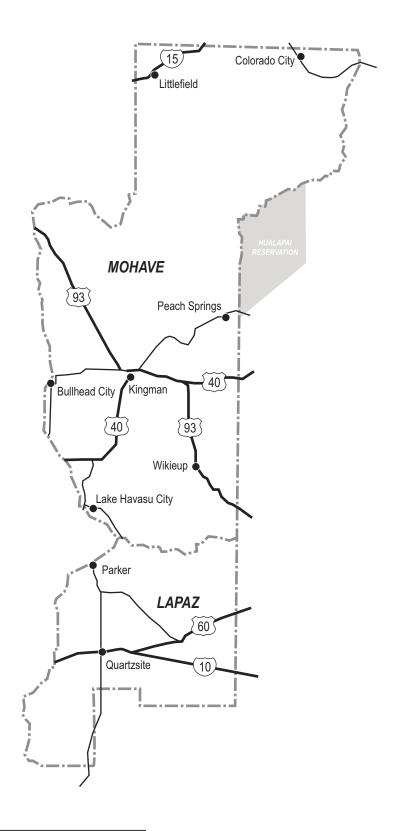




Figure 1 WACOG Region

Existing Transportation Providers

Rural Public Transit

The Federal Transit Administration (FTA) Section 5311 Rural Public Transportation Program provides funds for capital, operating and administrative assistance to local public bodies, nonprofit organizations, and operation of public transportation service in Non-Urbanized Areas. In addition to financial support, technical assistance is provided to transit agencies throughout the state to enhance the access to people in rural areas to healthcare, shopping, education, employment, public services, and recreation.

Currently there are three rural public transit agencies operating in the WACOG Region. Data from July 2005 to June 2006 has been summarized to provide a comparison of these programs. Updated and expanded information about these programs is included in the respective chapters for each sub-region, chapters III through VII.

Agency	Bullhe	ead	K	ingman	La	ke Havasu	Total	
Service Type	De	v/DR	Ι	ev/Subs.		DR		
# of Vehicles		10		6		19	35	
# of ADA Equipped		8		6		19	33	
Total Expenses	\$ 796,	811	\$	506,493	\$	1,678,830	\$ 2,982,134	
Total Revenue	\$ 826,	189	\$	538,080	\$	1,681,433	\$ 3,045,702	
Farebox	\$ 159,	546	\$	68,710	\$	343,945	\$ 572,201	
Contract	\$	-	\$	-	\$	2,055	\$ 2,055	
Federal	\$ 301,	131	\$	198,733	\$	533,256	\$ 1,033,120	
State	\$ 33,	910	\$	22,349	\$	47,429	\$ 103,688	
Local	\$ 331,	602	\$	248,288	\$	754,748	\$ 1,334,638	
Capital Expenses	\$	575	\$	152,407	\$	57,219	\$ 210,201	
Federal	\$	460	\$	130,599	\$	53,214	\$ 184,273	
State	\$	-					\$ -	
Local	\$	115	\$	21,808	\$	4,005	\$ 25,928	
Performance								
Vehicle Miles	273,	343		154,045		571,279	998,667	
Vehicle Hours	16,	037		10,172		44,827	71,036	
Passenger Trips	113,	993		66,194		136,817	317,004	
\$/Mile	\$ 2	.92	\$	3.29	\$	2.94	\$ 2.99	
\$/Hour	\$ 49	.69	\$	49.79	\$	37.45	\$ 41.98	
\$/Trip	\$ 6	.99	\$	7.65	\$	12.27	\$ 9.41	

Source: National Transit Database, Rural Data Reporting, July 2005 to June 2006

Bullhead City: BATS

Bullhead Area Transit System (BATS) provides deviated fixed route and dial-a-ride service within the city limits and connects with the Laughlin Connection, an intercity service to Laughlin, Nevada. BATS operates Monday through Saturday and provides 114,000 annual passenger trips with a fleet of ten vehicles.

Kingman: KART

KART is a two route, deviated fixed route system which provides service Monday through Saturday in the City of Kingman. The service provided over 66,000 passenger trips per year with a fleet of seven vehicles. The addition of a third route to reduce travel times and to access unserved transit dependent populations is under consideration.

Lake Havasu: HAT

Lake Havasu City provides demand response service within the Lake Havasu City limits and S.A.R.A. Park. Using a fleet of 18 vehicles which run seven days per week, Lake Havasu provides just under 140,000 passenger trips annually. Starting in October 2006, the service will change to a flexible fixed route system that will deviate to serve ADA and special needs passenger.

Elderly and Disabled Transit Program

For over twenty years, the Section 5310 Program has been providing private non-profit agencies and public agencies with capital assistance to purchase vehicles and related communication equipment. Statewide over 150 provider-agencies are assisted with funds from the Section 5310 program. Because of the significant range of number, age and use of vehicles, it is difficult to prepare a detailed inventory.

Based on information of grants awarded in the past three grant years, a snapshot of vehicles in service in the WACOG region includes:

	# of Service Sites	Vehicles in	
Recipient	Operated	Service	County
Bullhead City	2	2	Mohave
Hualapai Tribe	1	1	Mohave
Kingman Regional Medical Center	1	1	Mohave
La Paz County Health Dept.	2	3	La Paz
Mohave County Senior Program	2	2	Mohave
Mohave Mental Health	2	2	Mohave
Mohave Senior Program	2	2	Mohave
New Horizon	1	2	Mohave
Silver Ridge	1	1	Mohave
West Care	3	3	Mohave

Source: Section 5310 Grant Awards for 2004, 2005, 2006

This inventory is limited to vehicles awarded in 2004 (Grant Year 29), 2005 (Grant Year 30) and 2006 (Grant Year 31) and may not reflect changes made to accommodate the needs of the local agencies.

The Regional Plan Process

This plan was developed through a collaborative process. Two region-wide workshops were held in Kingman, one in December 2006 and one in February 2007. All existing providers and other stakeholders were invited to participate.

At the December workshop, participants were asked: to summarize existing transportation services and existing coordination efforts; to identify unmet needs (service gaps); and to explore further coordination options. Information was presented by the project consultant on: coordination options; new federal programs and changes to existing federal programs; and strategies for involving others and developing additional coordination projects for 2007 and beyond.

Between the December and February workshops, participants were asked to meet on their own to identify additional potential partners and to further explore coordination opportunities. Based on those discussions, they were asked to submit a draft coordination planning worksheet to the consultant team by mid-January 2007. Based on those submittals, the consultant team prepared a draft *Regional Transportation Coordination Plan* and sent that out to the region for comment.

In February 2007, a second regional workshop was held. The draft *Regional Transportation Coordination Plan* was presented and comments were solicited. Participants were asked to help fill any gaps in terms of providers included in the plan and to finalize their anticipated funding requests from the FTA 5307, 5310, 5311, 5316 and 5317 programs for the years 2007 through 2009.

This final *Regional Transportation Coordination Plan* was developed based on comments received on the draft plan.

Program Priorities and Evaluation Criteria

Service Priorities

The following preliminary priorities were established for funding the FTA 5310, 5311, 5316 and 5317 programs. These will be refined in future years

- 1. **Need**: projects which address a demonstrated need
- 2. **Effective use of funds**: projects which provide (or facilitate) a high volume of trips given the resources expended
- 3. **Collaborative process**: projects developed through a collaborative planning (project development) process

- 4. **On-street coordination**: projects which demonstrate sharing of resources. For example, projects showing multiple client use of vehicles will have a higher priority than single-agency services
- 5. **Operational capability** projects which are operationally feasible and demonstrate accessibility, safety/training and effective maintenance
- 6. **Management capability** grantee agencies which demonstrate strong management capability

Evaluation Criteria

Regional evaluation teams assembled by COGs and MPOs will provide initial review of applications for FTA projects (excluding 5307). This review process was initially established to assess and rank FTA 5310 applications each year (5311 projects are evaluated though a separate process). After the regional review, the COGs and MPOs forward their prioritized award recommendations to ADOT for its review of overall program compliance and budget impact, prior to the Department's statewide grant submittal to the FTA.

Beginning in 2007, this same process will also be used for the 5316 and 5317 programs in all regions except Maricopa and Pima counties, which have their own 5316 and 5317 review schedules. ADOT's evaluation criteria, for COGs and MPOs to use in evaluating projects, are included in each grant application packet.

Given changes included in SAFETEA-LU legislation and subsequent FTA guidance, a new "mobility management" function is now included as an allowable expense under the 5307, 5310, 5311 and 5316 programs. As a result, the rural Councils of Governments (COGs) and the Metropolitan Planning Organizations (MPOs) in Urbanized Areas, which host the regional review teams, may be applying for mobility management funds themselves. To avoid conflict of interest with other applications for mobility management applications, ADOT will make a determination relative to these COG or MPO mobility management applications outside of the "regular" project review process, based on its evaluation of how effectively such a function will support the state's coordination goals and objectives.

The chapters that follow present individual sub-region elements of this Regional Transportation Coordination Plan:

- Chapter III Bullhead City Sub-Region
- Chapter IV Kingman Sub-Region
- Chapter V Lake Havasu Sub-Region
- Chapter VI Mohave County Sub-Region
- Chapter VII La Paz County Sub-Region

A summary of the strategies for regional coordination and a summary of projects is presented in Chapter VIII.

III. BULLHEAD CITY SUB-REGION

Existing Transportation Providers

The Bullhead City Sub-region includes Bullhead City and the service area of Bullhead Area Transit System (BATS).

Bullhead Area Transit System (BATS)

The Bullhead Area Transit System (BATS) provides transit services that are suited to community characteristics and ridership levels. BATS has been providing general public transportation since December 1, 2000. The service boundaries are the city limits of Bullhead City along with a coordinated connection to Silver Rider, Laughlin's public transit system, linking the communities of Bullhead City, Arizona and Laughlin, Nevada.

The BATS Red Line Route operates from 6:30 am until 8:30 pm, Monday through Friday and operates from 8:30 am until 8:30 pm on Saturdays. The Red Line Route consists of two buses operating north and south along Highway 95 providing hourly deviated service and connections to the Blue Line.

The BATS Blue Line Route operates from 5:30 am until 8:30 pm, Monday through Friday and operates from 8:30 am until 8:30 pm on Saturdays. The Blue Line operates hourly and offers deviated service traveling east and west with connections to the Red Line service.

BATS also offers a demand responsive service for those passengers that prefer curb-to-curb service, passengers needing assistance, or passengers traveling with a mobility device. BATS operates this demand responsive service from 6:00 am until 7:00 pm, Monday through Friday and from 6:00 am until 5:00 pm on Saturdays.

The ten vehicle fleet, all lift equipped with two tie-downs, includes:

Make	Year	Mileage (000)	# of Seats	Condition
Ford	2000	208,400	15	Poor
Dodge	2002	149,300	15	Adequate
Dodge	2003	147,700	15	Adequate
Dodge	2005	163,200	11	Adequate
Bluebird	2006	87,700	24	Adequate
Freightliner	2004	69,500	30	Good
Chevy	2005	78,600	15	Excellent
Chevy	2005	66,900	15	Excellent
Chevy	2005	65,800	15	Excellent
Chevy	2006	23,500	15	Excellent

Two new vehicles are on order to be delivered; a 30 passenger larger bus and a 15-passenger cutaway style vehicle.

Annual Service Data for the ADOT FY 05/06 reports:

• Total Operating and Administrative Budget: \$927,570

Annual Vehicle Miles: 274,643
Annual Vehicle Hours: 16,292
Annual Passenger Trips: 116,981

BATS currently works with public and private entities such as the DES, CPS, Mohave Mental Health and the Senior Center to assist in their transportation needs.

Silver Ridge Village

Silver Ridge Village is a skilled nursing facility serving the elderly and disabled populations of Bullhead City, the Mohave Valley and surrounding areas. Two 5310 vans serve the public in transporting low and fixed income elderly and disabled residents to Doctor's Office visits, Dialysis, X-rays, transportation between the (3) local hospitals, and for recreational activities for the nursing facility residents Silver Ridge Village has agreements to ensure that the needs of other related service organiations in the area can use these transportation services as their needs increase, including the River Gardens Rehab & Care Center, Rustler's Outpost Learning Center, the Lingenfelter Center and The Lily Pad Day Care Center. Under this service plan, 90% of the van usage will be to service the primary medical transport necessities of the elderly/disabled population. The remaining 10% will encompass recreational activities or intergenerational activities with Rustler's Outpost and The Lily Pad Day Care Center.

Vehicle Inventory:

Vehicle	Vehicle		# of	# W/C	
Make	Model	Year	Seats	Tie-Downs	Condition
Ford	Eldorado	2003	0-10		Fair

Annual Service Data: (for 2005)

• Total Op. and Admin. Budget: No separate budget information is available

Annual Vehicle Miles
 Annual Vehicle Hours
 Annual Passenger Trips
 13,000 miles
 2,340 hours
 1,248 trips

Mohave Mental Health Center

The Mohave Mental Health Center provides mental health services in the sub-region. They provide transportation services to support client needs. Additional information is provided in the Kingman Sub-region section.

Other Providers

Limited information is available about other transportation services in Bullhead City. It was reported that the Bullhead City Senior Center has two vehicles, the local taxicab service fluctuates, and there are several churches with buses. No inventory information was submitted by these organizations.

Assessment of Needs

Based on stakeholder meetings, the following unmet needs were identified.

- BATS
 - Fixed Route on east side of city
 - Service for Mohave Blvd and New Hospital
 - Software for dispatch
 - Separate maintenance facility; currently by Bullhead City Fleet Shop
 - Highway turnouts for buses
 - Shelters/Lift Maintenance
 - Training
 - Need to address service connecting Kingman/Bullhead City, Laughlin, and Las Vegas. Partner with Silver Rider Transit
- Silver Ridge Village
 - o Struggles with balancing appointments for dialysis
 - o Only one van; multiple elderly and disabled trips

Coordination Strategies to Address Needs

Strategies that BATS has identified to implement coordination that include:

- Technology support
- New routes
- Bullhead to County Court in Kingman
- Coordinate schedules/service with Silver Rider, Silver Ridge
- Work with Emergency Resource Center/Kingman Resource Center
- Training
- Vehicle sharing/insurance/maintenance

Mohave County Seniors Program uses funds from the Title III Older Americans
Act, WACOG transit funding, general fund, and LTAF II funds. The potential for
transferring senior services to BATS is discussed in Chapter VI.

The three rural general public transportation providers, BATS (Bullhead City), KART (Kingman), and HAT (Lake Havasu) are meeting regularly to discuss opportunities for interagency coordination and expansion of regional service. A discussion of the proposed regional coordination projects is included in Chapter VIII, Regional Coordination and Summary of Projects.

Sub-region Program of Projects Summary

Desired projects by each agency (and funding sources) are listed below. The table on the following pages show the funding planned by BATS for the years 2007 through 2009.

BATS

Section 5310 – Information about the purchase of replacement or expansion of vehicle for Senior Center Service provided by Mohave County in Chapter VI

Section 5316 – No Projects

Section 5317 – No Projects

Section 5311 – Add Additional Deviated Fixed Route
1 New/2 Replacement Vehicles per Year
Purchase Scheduling Software
Expand Marketing Program
Additional Shelters

Silver Ridge Village

Section 5310 – Purchase of replacement vehicle in 2008

Section 5316 – No Projects

Section 5317 – No Projects

Section 5311 – No Projects

Agency _Bullhead Area Transit System

Phone <u>928-763-9400 x374</u>

Contact Person <u>Ken Fulton</u>
E-mail <u>transit1@bullheadcity.com</u>

1,378,298

\$ 1,530,147

\$ 1,741,655

Anticipated Total Cost

		Fiscal Year	Fiscal Year	Fiscal Year
Project	Project Description	2007 (1)	2008 (1)	2009 (1)
FTA Section 5310-E&D Capital				
Replacement vehicle	Two Vehicles for RV Senior Center	0	0	130,000
Expanded service vehicle				,
Radio equipment				
Mobility Management				
Other				
FTA Section 5316-Job Access				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5311-Rural General Public				
Operating	Additional Deviated Fixed/1 Each Yea	966,549	1,136,549	1,306,549
Vehicle (new/replacement)	1 New / 2 Replacement Each Year	297,000	317,790	340,035
Equipment	Office Supplies/Equipment	9,063	10,422	11,465
Mobility Management	Purchase Scheduling Software/Maint.	65,000	7,200	7,920
Other	Marketing/Advertising/Printing/Shelter	40,686	58,186	75,686

Notes:

Other

Operating

Equipment

FTA Section 5307-Urban General Public

Vehicle (new/replacement)

Mobility Management

¹⁾ FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

Contact Person Derren Vandeman

Agency Silver Ridge Village Phone 928-718-0718 redeemedandforgiven@hotmail.com E-mail

	I	Anticipated Total Cost		
		Fiscal Year	Fiscal Year	Fiscal Year
Project	Project Description	2007 (1)	2008 (1)	2009 (1)
FTA Section 5310-E&D Capital				
Replacement vehicle	Replace vehicle		\$ 44,000	
Expanded service vehicle				
Radio equipment				
Mobility Management				
Other				
FTA Section 5316-Job Access				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
Onici				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5311-Rural General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				
FTA Section 5307-Urban General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other		1		

Notes:

IV. KINGMAN SUB-REGION

The Kingman Area Sub-region includes the City of Kingman and the service area of Kingman Area Regional Transit (KART).

Existing Transportation Providers

Kingman Area Regional Transit (KART)

KART operates four deviated service routes, along with a dedicated curb-to-curb bus, Monday – Friday from 5 a.m. to 8 p.m. and on Saturday from 9 a.m. to 7 p.m. Two of the routes have been in operation for a short time and limited data is available about ridership. The service area is the Greater Kingman Area and serves many transit dependent clients in the Butler Area. Riders consist of the elderly, disabled, workers, medical appointments, shopping and a variety of ages. With a recent change in school bus service area, more students are expected to be riding KART.

The six vehicle fleet, all lift equipped with two tie-downs, includes

Vehicle Make	Vehicle Model	Year	# of Seats	Condition/Vehicle #
Ford	Bus	2003	15 Passenger	Fair COK#1910
Ford	Bus	2003	15 Passenger	Fair COK#1911
Ford	Bus	2003	15 Passenger	Fair COK#1912
Ford	Supreme Senator	2004	12 Passenger	Good COK#1913
Ford, Aerotech	El Dorado	2006	15 Passenger	Excellent COK#1914
Ford, Aerotech	El Dorado	2006	15 Passenger	Excellent COK#1915

Annual service data for 2006 include the following.

•	Annual passenger trips:	67,053
•	Annual vehicle hours:	10,485
•	Annual vehicle miles:	156,944
•	Total operating and administrative budget:	\$546.083

Mohave County Association of Retarded Citizens (MARC)

Transit services are provided for special needs clients for training and living skills workshops and employment. Serving Greater Kingman area and surrounding communities.

Vehicle Inventory:

	J				
Vehicle	Vehicle		# of	# W/C	
Make	Model	Year	Seats	Tie-Downs	Condition
98 FORD	maxivan	98	15	0	good
2000 Dodge	Maxi van w lift	2000	9	2	good
2002 Ford	Maxi Van	2002	15	0	Very good
94 Ford	Maxi Van w lift	1994	9	2	fair

Annual Service Data: (for 2005)

Total Op. and Admin. Budget: \$100,000 +
 Annual Vehicle Miles 120,000 miles
 Annual Vehicle Hours 4,160 hours
 Annual Passenger Trips 9,000 +

The Gardens Rehab and Care Center

The Gardens is a skilled nursing facility serving the elderly and disabled populations of Kingman and surrounding areas. Two 5310 vans serve the public in transporting low and fixed income elderly and disabled residents to Doctor's Office visits, Dialysis, X-rays, transportation between the (3) local hospitals, and for recreational activities for the nursing facility residents Silver Ridge Village has agreements to ensure that the needs of other related service organiations in the area can use these transportation services as their needs increase, including the River Gardens Rehab & Care Center, Rustler's Outpost Learning Center, The Gardens Rehab & Care Center, The Lingenfelter Center and The Lily Pad Day Care Center. Under this service plan, 90% of the van usage will be to service the primary medical transport necessities of the elderly/disabled population. The remaining 10% will encompass recreational activities or intergenerational activities with Rustler's Outpost and The Lily Pad Day Care Center.

Mohave Mental Health Center

The Mohave Mental Health Center provides mental health services in the region. They provide transportation services to support client needs. In addition to Kingman, they have vehicles based in Lake Havasu City and Bullhead City. Vehicle location is shown below.

Bullhead City - 1993 Ford, 8 passenger van with lift; 1999 Ford, 12 passenger van-no lift, 2005 Chevy, 7 passenger van-no lift

Lake Havasu City - 1992 Dodge, 8 passenger with lift, 1997 Dodge 12 passenger with lift, 2001 Dodge, 12 passenger-no lift

Kingman - 1992 Ford, 15 passenger-no lift, 1994 Dodge, 8 passenger-no lift, 2000 Chevy, 8 passenger-no lift, 2002 Ford, 12 passenger-no lift, 2003 Ford, 8 passenger with lift, 2004 Ford, 8 passenger with lift

Other Services

Operation Blessing provides service for meals on wheels as well as support for the food bank. Recent changes in Health Department requirements for refrigeration will impact the service they can provide. There is also potential to coordinate services with the Kingman Work Activities Center.

Assessment of Needs

The following needs were identified by the stakeholders:

- State provides AHCCCS to clients who need medical transportation but do not mandate "public" transportation as the first option of choice.
- Local Council support of general funds or dedicated funding to support coordination efforts.
- State has LTAF II but changes to the distribution formula is unpredictable and transit agencies cannot depend on funding. A dedicated source of funds needs to be developed.
- No one-stop center for information.
- No coordinated service center for total demand of transportation in the community.
- Dispatch software.
- Inter-agency insurance issues with drivers and vehicles.
- Highways built with transit access in place on major highways in the State along with the City.
- Need to address the growing senior population in the three cities as well as the county.
- Providing transportation is not the only issue. Some individuals require much more assistance with transportation than arriving at the curb. What do you do with these clients when time is a factor, liability exposure and limited resources or funding to address these clients?

Coordination Strategies to Address Needs

Existing coordination efforts include:

- KART started transportation of Section 5310 funded seniors from Mohave
 County Seniors Program on September 18, 2006 with passes purchased by
 Mohave County. Mohave County Seniors Program uses funds from the Title III
 Older American Act, WACOG transit funding, general fund, and LTAF II funds.
 The potential for transferring senior services to KART is discussed in Chapter VI.
- KART also provides transportation to inter-agencies, such as D.E.S., State, Juvenile, Probation Department, County Court and extends a discounted fee for transporting their clients.

Expanded coordination efforts include:

- The three rural general public transportation providers, BATS (Bullhead City), KART (Kingman), and HAT (Lake Havasu) are meeting regularly to discuss opportunities for interagency coordination and expansion of regional service. A discussion of the proposed regional coordination projects is included in Chapter VIII, Regional Coordination and Summary of Projects
- On a local level, KART will continue to pursue coordination efforts with all agencies to streamline transportation for transit dependent clients and other agencies so that all agencies are utilizing funding to best suit the needs of the community for mobility.

Sub-region Program of Projects Summary

Desired project by each agency (or funding source) are listed below. The tables on the following pages show the funding planned by agency by year for 2007 through 2009.

KART

Section 5310 – None at this time.

Section 5316 – Job Access

The Kingman Industrial Park would like KART to resume transportation for their workers. There may be potential grant funding from the JARC program. However, no local matching funds are available from Kingman.

FTA Section 5317 - New Freedom

In order to expand our coordination efforts, KART maybe interested in funding under the "Mobility Management" to assist in these efforts. However, no local matching funds are available from Kingman.

FTA Section 5311 – Rural General Public

KART currently is operated by using Section 5311 grant funds and will be continuing in this program.

Mohave Association of Retarded Citizens

Section 5310 – Requesting replacement vehicles in 2008 and 2009

Gardens Rehab Center

Section 5310 – Requesting replacement vehicle in 2007

Mohave Mental Health Center

<u>Section 5310</u> - Requesting a 6-7 passenger minivan (no lift/no ramp) to expand our services in Kingman in 2007; a minivan in 2008 for Bullhead City and a minivan for Kingman in 2009.

	PROJECT PLANNING WORKSHEET			
AgencyKingman Area Regional Trans	it (KART)	Contact Pers	on Lau	ra Henry
Phone 928 718 1470		E-mail	lhenry@cityo	
			Anticipate	d Total Cost
		Fiscal Year	Fiscal Year	Fiscal Year
Project	Project Description	2007 (1)	2008 (1)	2009 (1)
FTA Section 5310-E&D Capital				
Till Section color State Suprim	IGA between Mojave County/City of Kingman			
Replacement vehicle	under discussion.			
Expanded service vehicle				
Radio equipment				
Mobility Management				
Other				
ETA Section 5216 Joh Access				
FTA Section 5316-Job Access				
Operating (new service) Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
ETEA Continue 5247 Nove England				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement) Radio equipment				
Mobility Management	Support Coordination Efforts	\$38,000	\$41,800	\$45,980
Other	Support Coordination Errorts	\$38,000	\$41,600	\$45,70U
FTA Section 5311-Rural General Public	Duravida musal transit samijaas in the Cusatan			
	Provide rural transit services in the Greater Kingman area with four deviated fixed routes and			
	one dedicated curb-to-curb for Section 5310			
	clients. Operates Monday-Friday from 5 am to 8			
Operating	pm, Saturday 9 am to 7 pm.	\$821,600	\$903,760	\$994,136
Vehicle (new/replacement)	pin, Saturday 7 am to 7 pin.	\$100,000	\$140,550	
v emere (new/replacement)		(New)	(Replace)	(Replace)
Equipment		\$40,365	_	\$400
Mobility Management		\$ 10,505	Ψ1,>00	Ψ.00
Other	Technology Upgrades		\$9,500	
	Dispatching/Schedule Software	\$68,000	\$10,000	
	Bus stop Shelters/Signs/Stops	\$40,000		\$27,000
	Maintenance/Transit Facility Study in 2007 **			
	City may build facility and lease to KART	<u>\$1,635</u>		
EVEA Continue 5207 High or Committee III	Section 5311 Subtotal	\$1,071,600	\$1,380,710	\$1,165,536
FTA Section 5307-Urban General Public				
Operating Vehicle (new/replacement)		[
Vehicle (new/replacement) Equipment				
Mobility Management		1		
Other				

Notes:

¹⁾ FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

 Mohave Ass'n of retarded citizens
 Contact Person _ Karen S

 same
 E-mail _ ____ same

	1	Anticipated Total Cost			
		Fiscal Year	Fiscal Year	Fiscal Year	
Project	Project Description	2007 (1)	2008 (1)	2009 (1)	
FT. C. 4. 5240 F0 P. C. 4. I					
FTA Section 5310-E&D Capital	2007 0 2000 : 110		40,000	40.000	
Replacement vehicle	2007 & 2009 maxi van w lift		40,000	40,000	
Expanded service vehicle					
Radio equipment					
Mobility Management					
Other					
FTA Section 5316-Job Access					
Operating (new service)					
Vehicle (new/replacement)					
Radio equipment					
Mobility Management					
Other					
ouler					
FTA Section 5317-New Freedom					
Operating (new service)					
Vehicle (new/replacement)					
Radio equipment					
Mobility Management					
Other					
FTA Section 5311-Rural General Public					
Operating					
Vehicle (new/replacement)					
Equipment					
Mobility Management					
Other					
FTA Section 5307-Urban General Public					
Operating					
Vehicle (new/replacement)					
Equipment					
Mobility Management					
Other					
Ouici	I	ļ	l l		

Notes:

Agency The Gardens Rehab and Care Center Contact Person Derren Vandeman

Phone 928-718-0718 E-mail redeemedandforgiven@hotmail.com

	1	Anticipated Total Cost			
		Fiscal Year	Fiscal Year	Fiscal Year	
Project	Project Description	2007 (1)	2008 (1)	2009 (1)	
FTA Section 5310-E&D Capital					
Replacement vehicle	Replace vehicle	\$ 44,000			
Expanded service vehicle					
Radio equipment					
Mobility Management					
Other					
FTA Section 5316-Job Access					
Operating (new service)					
Vehicle (new/replacement) Radio equipment					
Mobility Management Other					
Other					
FTA Section 5317-New Freedom					
Operating (new service)					
Vehicle (new/replacement)					
Radio equipment					
Mobility Management					
Other					
FTA Section 5311-Rural General Public					
Operating					
Vehicle (new/replacement)					
Equipment					
Mobility Management					
Other					
FTA Section 5307-Urban General Public					
Operating					
Vehicle (new/replacement)					
Equipment					
Mobility Management					
Other					

Notes:

Agency Mohave Mental Health

Contact Person Mary Wagner
E-mail MARY.MOHAVE2narbha.org Phone n/a

	I	Anticipated Total Cost		
		Fiscal Year	Fiscal Year	Fiscal Year
Project	Project Description	2007 (1)	2008 (1)	2009 (1)
FTA Section 5310-E&D Capital				
Replacement vehicle	2008 Bullhead City, 2009 Kingman		\$23,000	\$23,000
Expanded service vehicle	Expand service for SMI clients	\$23,000	\$23,000	\$23,000
Radio equipment	Expand service for Sivil chemis	Ψ23,000		
Mobility Management				
Other				
Oulei				
FTA Section 5316-Job Access				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment				
Mobility Management				
Other				
FTA Section 5317-New Freedom				
Operating (new service)				
Vehicle (new/replacement)				
Radio equipment Mobility Management				
Other				
Other				
FTA Section 5311-Rural General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				
FTA Section 5307-Urban General Public				
Operating				
Vehicle (new/replacement)				
Equipment				
Mobility Management				
Other				
Ouici	I	l	ļ	

Notes:

V. LAKE HAVASU SUB-REGION

The Lake Havasu Area Sub-region includes Lake Havasu and the service area of Havasu Area Transit (HAT).

Existing Transportation Providers

Havasu Area Transit (HAT)

HAT provides scheduled bus service with five fixed routes with Paratransit service for the elderly and disabled. All areas with in the city limits are available to the service. The county areas of Desert Hills and Horizon Six are also served.

Hours of operation:

Fixed Route: Monday – Friday 6:00am – 7:00pm and Saturday 6:00am – 6:00pm. Paratransit: Monday – Friday 7:00am – 7:00pm and Saturday 8:00am – 6:00pm for elderly and disabled,

Curb to Curb service is available to all areas: Monday – Friday, 7:00pm – 9:00pm 24 hour advanced reservations are required.

The sixteen vehicle fleet, all lift equipped, includes:

	ш - СС 4 - /	
	# of Seats/	
Year	WC Tie-Downs	Condition
2006	10/2	New
1998	8/2	Fair
1999	8/2	Fair
2000	8/2	Fair
2004	8/2	Good
2002	8/2	Fair
2004	8/2	Good
2001	8/2	Fair
2001	8/2	Fair
2002	8/2	Fair
2002	8/2	Fair
2004	8/2	Good
2004	8/2	Good
	2006 1998 1999 2000 2004 2002 2004 2004 2004 2004 2	Year WC Tie-Downs 2006 10/2 1998 8/2 1999 8/2 2000 8/2 2004 8/2 2004 8/2 2004 8/2 2004 8/2 2004 8/2 2004 8/2 2001 8/2 2001 8/2 2002 8/2 2004 8/2 2004 8/2 2004 8/2

Two vehicles are out of service and scheduled to be sold at auction. Six new 20-passenger vehicles will be delivered in May 2007

Annual service data for 2006 include the following.

•	Annual passenger trips:	132,553
•	Annual vehicle hours:	43,289
•	Annual vehicle miles:	549,945
•	Total operating and administrative budget:	\$1,688,505

New Horizons

Located in Lake Havasu, New Horizons provides transit services to the developmentally disabled community. In addition they provide transportation to the Special Olympics practices and competitions. A detailed inventory of services was not provided.

Mohave Mental Health Center

The Mohave Mental Health Center provides mental health services in the sub-region. They provide transportation services to support client needs. Additional information is provided in the Kingman Sub-region section.

Assessment of Needs

The following needs were identified by the stakeholders:

- 5310 program, more providers of senior and disabled ride programs in Lake Havasu City. Currently, 95% of these rides are provided by HAT as 5310 programs did not flourish during the 20 years of demand response service provided by the city transit service.
- Adult Day Care: fragile riders, require assistance
- Special Olympics training sessions
- Prestige Care Facility need help with screening riders to determine specific health requirements/need for attendant. Serving a wide range of rider needs.

Coordination Strategies to Address Needs

Existing coordination efforts include:

- Planning together successfully with BATS and KART
- Transit Advisory Committee broad-based: School District, MMH, New Horizons, Hospital, Salvation Army, Special Olympics, Interagency (respite/adult day care). Very active during transition from DAR to fixed route.
- New Horizons participates in all coordination planning meetings as well as sitting on the HAT transit committee.
- Transit is the fastest growing program with the number of users and rides growing for New Horizons.

Expanded coordination efforts include:

- The three rural general public transportation providers, BATS (Bullhead City), KART (Kingman), and HAT (Lake Havasu) are meeting regularly to discuss opportunities for interagency coordination and expansion of regional service. A discussion of the proposed regional coordination projects is included in Chapter VIII, Regional Coordination and Summary of Projects.
- Locally, HAT has been trying to get more 5310 programs started to help with the large number of elderly and disabled rides.

Sub-region Program of Projects Summary

Desired project by each agency (or funding source) are listed below. The tables on the following pages show the funding planned by agency by year for 2007 through 2009.

HAT

Section 5310

None at this time. As HAT provides more service to the elderly, an evaluation of vehicle needs will be completed and a request for capital funding submitted if needed.

Section 5316 – Job Access

FTA Section 5317 – New Freedom

FTA Section 5311 – Rural General Public

Havasu Area Transit – Operating, administration.

Vehicle fleet enlargement, Mobile Data Terminals on vehicles.

New facility construction in 2009 - 2010.

FTA Section 5307 – Urban General Public

To be addressed after the 2010 US Census. Lake Havasu may transfer into a small urbanized area (UZA)

New Horizons

Section 5310

Requesting two vehicle, one replacement and one expansion in 2007 Requesting two vehicle, one replacement and one expansion in 2009

Agency: _Havasu Area TransitContact: _Gary ParsonsPhone : 928-453-6455__Email: _parsons@lhcaz.gov

Anticipated Total Cost

	Anticipated Total Cost				
		Fiscal Year	Fiscal Year	Fiscal Year	
Project	Project Description	2007 (1)	2008 (1)	2009 (1)	
FTA Section 5310-E&D Capital					
Replacement vehicle					
Expanded service vehicle					
Radio equipment					
Mobility Management					
Other					
FTA Section 5316-Job Access					
Operating (new service)					
Vehicle (new/replacement)					
Radio equipment					
Mobility Management					
Other					
FTA Section 5317-New Freedom					
Operating (new service)					
Vehicle (new/replacement)					
Radio equipment					
Mobility Management					
Other					
FTA Section 5311-Rural General Public					
Operating & Administration	Fixed Route with Paratransit servi	1,500,000	1,630,000	1,780,000	
Vehicle (new/replacement)		580,000	180,000	192,000	
Equipment		45,000	15,000	5,000	
Mobility Management					
Facility Construction				1,100,000	
	5311 Subtotal	2,125,000	\$ 1,825,000	\$3,077,000	
FTA Section 5307-Urban General Public					
Operating					
Vehicle (new/replacement)					
Equipment					
Mobility Management					
Other				1	

Notes:

Agency New Horizons Contact Person Terry Delia

Phone 928-855-9392 E-mail New Horizons_Center@hotmail.com

	1	Anticipated Total Cost				
			Fiscal Year	Fiscal Year		Fiscal Year
Project	Project Description		2007 (1)	2008 (1)		2009 (1)
FTA Section 5310-E&D Capital			22.000		_	22.000
Replacement vehicle	1 Replacement Mini-Van in 2007 and 2009		23,000		\$	23,000
Expanded service vehicle	1 Replacement Cutaway in 2007 and 2009	\$	48,000		\$	48,000
Radio equipment						
Mobility Management Other						
Otner						
FTA Section 5316-Job Access						
Operating (new service)						
Vehicle (new/replacement)						
Radio equipment						
Mobility Management						
Other						
FTA Section 5317-New Freedom						
Operating (new service)						
Vehicle (new/replacement)						
Radio equipment						
Mobility Management						
Other						
FTA Section 5311-Rural General Public						
Operating						
Vehicle (new/replacement)						
Equipment						
Mobility Management						
Other						
FTA Section 5307-Urban General Public						
Operating						
Vehicle (new/replacement)						
Equipment						
Mobility Management						
Other						

Notes:

VI. MOHAVE COUNTY SUB-REGION

The Mohave County Sub-region includes the unincorporated areas in Mohave County. Historically, the County has provided support for the Title III-Older Americans Act transportation services provided by Senior Centers at various locations in the County. Colorado City was also included in this sub-region.

Existing Transportation Providers

Mohave County Senior Program

The Mohave Senior Program provides door to door transit service for senior disabled citizens and senior citizens ages 60 and above. Handicap vehicles available. All services are donation based. Services are provide to Mohave county residents except for citizens in extremely remote areas. Services are provided in most cases from 8:00 a.m. to 4:00 p.m. Remote areas received services on a part-time basis. A vehicle inventory is presented in Appendix B.

Annual Service Data: (for 2005)

Total Op. and Admin. Budget: \$128,000 Transit budget
 Annual Vehicle Miles 166,742/current YTD est.

Annual Vehicle Hours Est. 22,100 hours
Annual Passenger Trips 48,659 trips

Current Coordination/Needs:

Mohave County is in the process of negotiating IGA's with each of the major cities. The County plans to provide state LTAF II funding to the cities and purchase tokens/vouchers/coupons in return for transit to senior citizens within the major cities. The county will then focus on transporting disabled citizens and seniors in the rural areas.

WestCare

WestCare contracts with child protective services with countywide referrals from case managers, WestCare provides services to and from appointments, visits, school, and work with in Mohave County seven days a week from 7am-7pm.

Vehicle Inventory:

Vehicle	Vehicle		# of	# W/C	
Make	Model	Year	Seats	Tie-Downs	Condition
Chevy	Venture	2003	7	0	Fair
Chevy	Venture	2004	7	0	Fair
Ford	E-350 Bus	2003	10	2	Good
Ford	E-350 Bus	2004	10	2	Good
Chevy	Uplander	2006	7	0	Good
Chevy	Astro	1997	8	0	Poor
Plymouth	Voyager	1991	7	0	Poor

Annual Service Data: (for 2005)

• Total Op. and Admin. Budget: \$300,000.00

Annual Vehicle Miles
 Annual Vehicle Hours
 Approximately 36,000 per vehicle
 Approximately 4,000 per vehicle

• Annual Passenger Trips Approximately 17,000

Central Arizona Council for Developmentally Disabled

This agency presently provides transportation services for folks with various types of disabilities and of all ages in Pinal and Gila Counties. Vehicles are used for transporting clientele to various types of doctor appointments, recreational facilities, religious and community activities. These services will be available 24 hours a day 7 days a week in all of Mohave County.

Vehicle Inventory:

Vehicle	Vehicle		# of	# W/C	
Make	Model	Year	Seats	Tie-Downs	Condition
Ford	Econoline	2005	11	2	Good
Chevy	Uplander	2005	8		Good
Chevy	Uplander	2006	8		Good

Annual Service Data: (for 2005)

• Total Op. and Admin. Budget: Unknown at this point due to fluctuation in fuel costs.

•	Annual Vehicle Miles	25,000
•	Annual Vehicle Hours	1,040
•	Annual Passenger Trips	312

Colorado City

Colorado City operates one van under the FTA Section 5310 program This vehicle provides service on-call, usually one person at a time. Most trips to St. George and Flagstaff. St. George is 45 minute drive and many trips are over 100 miles. For more economical operations on the long trips, Colorado City would like a smaller van/vehicle. Service is provided with no charge.

Assessment of Needs

The following needs were identified by the stakeholders:

- WestCare needs include
 - o GPS vehicle location service
 - o Child seats
 - o Vehicle have over 100,000 miles of service
- Growing senior population in County.
- Colorado City would like an AHCCCS provider for the area.
- Colorado City is currently not able to serve other small towns in the area, especially three small areas south of Colorado City (Cane Beds, Centennial Park, as well as CO City. Tie to Fredonia and Page.

Coordination Strategies to Address Needs

Mohave County is negotiating IGA's with each of the major cities and will provide state LTAF II funding in return for transit services to disabled citizens and seniors within city limits. Mohave County currently purchases transit passes from the cities to ensure low income seniors and disabled citizens are able to access services.

Mohave County is working with the cities to provide a link between our rural transit services and the city bus system. Currently there are bus stops at two of the County senior centers and are coordinating pick-ups and drop offs with the cities.

Central Arizona Council on Developmental Disabilities is working with the Division of Developmental Disabilities to fund transportation services for DD customers.

Based on the geographic location of Colorado City and the proximity to Utah, it is more reasonable to look for coordination opportunities to the north rather than in Mohave County.

Sub-region Program of Projects Summary

Desired project by each agency (or funding source) are listed below. The tables on the following pages show the funding planned by agency by year for 2007 through 2009.

Section 5310

Mohave County has a history of applying for 5310 vehicles. However, they will not apply for funding in 2007 with funding for replacement vehicles requested in 2008 and 2009. This level of vehicle replacement will not maintain the fleet. During this transition to partnership with the local transit agencies, KART, BATS, and HAT, there will need to be flexibility in the commitment to vehicle purchases if these agencies take possession of Mohave County vehicles and assess future fleet requirements.

Previous recipients, including the Hualapai Tribal Nation and Mohave Mental Health, did not submit requests for purchase of vehicles. However, the Hualapai Tribal Nation has requested planning funds from the new FTA Tribal assistance program.

<u>Section 5316 – Job Access</u> - No Projects

<u>FTA Section 5317 – New Freedom</u> – No Projects

FTA Section 5311 – Rural General Public – No Projects

FTA Section 5307 – Urban General Public – No Projects

Central AZ Council on Developmental Disabilities

FTA Section 5310

Considering expanded service with a wheelchair equipped van to provide transportation and community mobility to consumers who otherwise are not able to access the community due to their disabilities.

WestCare

FTA Section 5310

Replacement vehicle and additional vehicle to better assist the needs in community.

Agency: Mohave County Senior Programs Contact Person _ Brad Bixler

Phone: 928-753-0743 E-mail _____brad.bixler@co.mohave.az.us

			Anticipated Total Cost			
		Fiscal Year	Fiscal Year	Fiscal Year		
Project	Project Description	2007 (1)	2008 (1)	2009 (1)		
FTA Section 5310-E&D Capital						
Replacement vehicle		n/a	\$25,000	\$26,000		
Expanded service vehicle			,, , , , ,	,,,		
Radio equipment						
Mobility Management						
Other						
FTA Section 5316-Job Access						
Operating (new service)						
Vehicle (new/replacement)						
Radio equipment						
Mobility Management						
Other						
FTA Section 5317-New Freedom						
Operating (new service)						
Vehicle (new/replacement)						
Radio equipment						
Mobility Management						
Other						
FTA Section 5311-Rural General Public						
Operating						
Vehicle (new/replacement)						
Equipment						
Mobility Management						
Other						
FTA Section 5307-Urban General Public						
Operating						
Vehicle (new/replacement)						
Equipment						
Mobility Management						
Other						

Notes:

PROJECT PLANNING WORKSHEET

Agency _Central Arizona Council on Developmental Disabilities	Contact Person _	Brittany McIntosh
Phone 928-377-2298	E-mail _brittany_	NM@hotmail.com

	I	l A	nticipated Total C	ost
		Fiscal Year	Fiscal Year	Fiscal Year
Project	Project Description	2007 (1)	2008 (1)	2009 (1)
FTA Section 5310-E&D Capital Replacement vehicle Expanded service vehicle Radio equipment Mobility Management Other FTA Section 5316-Job Access Operating (new service) Vehicle (new/replacement) Radio equipment	Expanded service vehicle to provide transportation services for both ambulatory and non-ambulatory consumers so that this population has total access to the communi	\$ 42,000	\$ 42,000	\$ 42,000
Mobility Management Other				
FTA Section 5317-New Freedom Operating (new service) Vehicle (new/replacement) Radio equipment Mobility Management Other				
FTA Section 5311-Rural General Public Operating Vehicle (new/replacement) Equipment Mobility Management Other				
FTA Section 5307-Urban General Public Operating Vehicle (new/replacement) Equipment Mobility Management Other				

Notes:

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

PROJECT PLANNING WORKSHEET

Agency	WestCare	Contact Person _ Michele Walker/ Debbie Marcusso
Phone	(928)768-1500	E-mailmichele.walker@westcare.com
		debbie.marcusson@westcare.com

			A	ntic	ipated Total C		
		F	iscal Year		Fiscal Year		Fiscal Year
Project	Project Description		2007 (1)	L	2008 (1)		2009 (1)
FFA G							
FTA Section 5310-E&D Capital	In mand of mandanana and male and	6	25,000	d.	54,000	φ.	27,000
Replacement vehicle	In need of replacement vahicle	\$	25,000	\$	54,000		*
Expanded service vehicle	Additional vehicles needed	\$	52,000	\$	26,000		52,000
Radio equipment	In need of GPS units/Cell Phones	\$	6,000	\$	6,000	\$	6,000
Mobility Management							
Other		١.					
FTA Section 5316-Job Access		\$	83,000	\$	86,000	\$	85,000
Operating (new service)							
Vehicle (new/replacement)							
Radio equipment							
Mobility Management							
Other							
FTA Section 5317-New Freedom							
Operating (new service)							
Vehicle (new/replacement)							
Radio equipment							
Mobility Management							
Other							
FTA Section 5311-Rural General Public							
Operating							
Vehicle (new/replacement)							
Equipment							
Mobility Management							
Other							
TTDA G & FOOT VIA G ID IV							
FTA Section 5307-Urban General Public							
Operating							
Vehicle (new/replacement)							
Equipment							
Mobility Management							
Other	1	l		I		l	

Notes:

 $1) \, FY \, 2007 \, funding \, will \, be \, available \, for \, use \, in \, calendar \, 2008; \, FY \, 2008 \, used \, in \, calendar \, 2009, \, etc.$

VII. LA PAZ COUNTY SUB-REGION

The La Paz County Sub-region includes the Town of Quartzsite and other rural areas of La Paz County.

Existing Transportation Providers

La Paz County

Service is currently provided in four passenger vans. Each van has a capacity of between eight and ten passengers. Service is funded by County and WACOG. Locations that are served include Parker, Ehrenburg, Bouse and Wickenburg and Surprise to the east. A donation of three dollars is suggested for the trip to Parker.

Town of Quartzsite

The Town of Quartzsite provides on demand service within Quartzsite Monday through Friday to riders who are elderly or disabled. Service is also provided to special community events on weekends. Once a week service is provided to surrounding communities of Blythe, Parker. Once a month service is provided to Lake Havasu City with twice a month service to Yuma.

The vehicle fleet includes:

Vehicle	Vehicle		# of Seats/	
Make	Model	Year	WC Tie-Downs	Condition
Dodge	Van	1995	8/1	Poor
Dodge	Van	1996	8/1	Good
Ford	Van	2001	10/1	Good
Ford	Van	2007	9/2	New

Annual service data for 2006 include the following.

Annual passenger trips: 9,906
Annual vehicle hours: 1,584
Annual vehicle miles: 14,752
Total operating and administrative budget: \$55,143

Assessment of Needs

The following needs were identified by the stakeholders:

- Coordination is difficult due to distances/sparse population.
- Need to accommodate dramatic population increases in the winter months.

Coordination Strategies to Address Needs

Existing coordination efforts include:

- The two agencies will talk to see where they can assist each other or form agreements re who is serving who, when. Currently there are informal rules regarding who is serving who (communities).
- For La Paz County, current coordination efforts have been in response to riders needs. There is a commitment to every effort to enable riders to get where they need to go, serving La Paz County, specifically, the Parker area, the outlying areas of Ehrenberg, Salome and Wenden. The Quartzsite area as they have their own transportation service.
- A Town of Quartzsite local ordinance created the Health and Development Services Board to oversee the coordination of needs within the community. This municipal board has begun to assess transportation needs for the elderly, disabled, and general rural population in coordination with local churches, the senior center and health care providers.

Expanded coordination efforts include:

- Need to coordination better information, referral, agreements re who is serving which communities, when and how they can work together to better serve the population of La Paz County.
- Quartzsite has requested some help in getting their residents to Parker. La
 Paz County has agreed to provide service from our Ehrenberg route. This
 would consist of the La Paz van leaving Parker to Ehrenberg, continuing
 into Quartzsite, picking up riders from a centralized location, then
 returning to Parker. Return would follow the same route.

Sub-region Program of Projects Summary

Desired project by each agency (or funding source) are listed below. The tables on the following pages show the funding planned by agency by year for 2007 through 2009.

La Paz County

Section 5310

Transportation will request two Mini Vans to help save the cost of fuel and provide most of the local services. Service is currently provided by 4 vans with operational lifts. Two are utilized in the outlying areas and two are available for use in the Parker area. The lift vans in the Parker area are the older vehicles. A Cutaway Van with lift in requested in 2008 or 2009.

The Section 5310 program cannot provide funding for operations. However, La Paz County needs funds for driver's salaries and benefits. Full-time drivers have had a substantial increase this last year and the County is are planning to increase our Part-time driver's wages to get maintain better candidates for our positions.

Funding level that is needed has been included at the bottom of the La Paz County budget.

<u>Section 5316 – Job Access</u> – No Projects

FTA Section 5317 – New Freedom – No Projects

FTA Section 5311 – Rural General Public No Projects

La Paz County would need to organize a general public transit service to qualify for funding under this program.

FTA Section 5307 – Urban General Public – No Projects

Town of Quartzsite

<u>Section 5310</u> –

Requesting funding for a 10 passenger cutaway van with lift and 2 exterior scooter transportation units and for mobility management funds to improve and facilitate access to transportation services. The Town will be partnering with the senior center, churches and health care providers as well as providing information, referrals, and access to senior housing to improve service.

Section 5316 – No Projects

FTA Section 5317 – New Freedom – No Projects

FTA Section 5311 – Rural General Public – No Projects

110,497

120,497

120,497

PROJECT PLANNING WORKSHEET Agency <u>La Paz County Health Dept</u> Contact Person _ Connie Mathewson Phone ___928-669-1100 E-mail __cmathewson@co.la-paz.az.us_ **Anticipated Total Cost** Fiscal Year Fiscal Year Fiscal Year 2007 (1) 2008 (1) 2009 (1) Project **Project Description** FTA Section 5310-E&D Capital 2 new Mini-Vans with duel A/C for 2007 Replacement vehicle and a Maxivan in 2009 60,000 \$ 50,000 Expanded service vehicle Radio equipment Mobility Management Other FTA Section 5316-Job Access Operating (new service) Vehicle (new/replacement) Radio equipment Mobility Management Other FTA Section 5317-New Freedom Operating (new service) Vehicle (new/replacement) Radio equipment Mobility Management Other FTA Section 5311-Rural General Public Operating Vehicle (new/replacement) Equipment Mobility Management Other FTA Section 5307-Urban General Public Operating Vehicle (new/replacement) Equipment Mobility Management Other

Notes:

Funding needed for operations. Not

eligible under the Section 5310 program.

Driver's Salaries and Benefits

¹⁾ FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

	PROJECT PLANNING WORK	SHEET	,					
Agency _Town of Quartzsite Phone928-927-4333	Contact Person <u>Alex Taft</u> E-mailataft@quartzsite.az.us							
Project	Project Description		cal Year 007 (1)	Fis	cipated To scal Year 2008 (1)	Fis	ost cal Year 009 (1)	
	Troject Description		(1)		(1)		00) (1)	
FTA Section 5310-E&D Capital Replacement vehicle Expanded service vehicle	10 passenger cutaway/lift @ tiedown			\$	55,000			
Radio equipment Mobility Management Other	Promotion and Facilitation Exterior Scooter Transport	\$ \$	1,200 2,545	\$	1,500	\$ \$	1,750 2,650	
FTA Section 5316-Job Access Operating (new service) Vehicle (new/replacement) Radio equipment Mobility Management Other								
FTA Section 5317-New Freedom Operating (new service) Vehicle (new/replacement) Radio equipment Mobility Management Other								
FTA Section 5311-Rural General Public Operating Vehicle (new/replacement) Equipment Mobility Management Other								
FTA Section 5307-Urban General Public Operating Vehicle (new/replacement) Equipment Mobility Management Other								

Notes

1) FY 2007 funding will be available for use in calendar 2008; FY 2008 used in calendar 2009, etc.

VIII. REGIONAL PROGRAM OF PROJECTS SUMMARIES

While the WACOG region was divided into five sub-regions, it is important to recognize that the three communities that currently provide general public transit services, Lake Havasu City, Bullhead City and Kingman (sometimes referred to as the Tri-Cities) are currently working on the feasibility of establishing a regional connector service.

Arizona Department of Transportation-Public Transportation Division has initiated a series of demonstration projects to provide transportation connections linking smaller, rural communities with critical medical, employment, nutrition and shopping services available only in larger urban centers.

The Regional Transit Connector Service (RTCS) program utilizes a blend of federal, state and local funds. For example, after a four-year hiatus following funding cutbacks in 2001, the Ajo-Gila Bend Connector (to Phoenix) was inaugurated in spring 2005 using funds from this project. Other regional connector service pilot projects sites are Pima County/Green Valley to Tucson, Flagstaff Metro Area, and YMPO/Yuma County.

The goal of the three Mohave County cities, Bullhead City, Lake Havasu, and Kingman, would be to develop a regional connector service with the assistance of the regional pilot connector program.

The current transition of the Mohave County Senior Transportation programs to the cities with transit services will also be a significant coordination effort.

A summary of the sub-region projects is provided on the following page. Overall, grant program requests are:

	Summary of WACOG Grant Program Requests												
Year 5311				5310	5	316		5317	Total				
2007		4,574,898		326,745		-		38,000	4,939,643				
2008		4,735,857		56,500				41,800	4,901,157				
2009		5,984,191		207,400		-		45,980	6,237,571				
Total	\$	15,294,946	\$	590,645	\$	-	\$	41,800	\$16,078,371				

WACOG REGION PROGRAM OF PROJECTS - 2007 to 2009											
		311- Rural		10 - E&D		316 - Job		317 - New			
Sub-region	<u>Pu</u>	<u>blic Transit</u>		<u>Capital</u>	Access		F	<u>reedom</u>		Total	
2007											
Bullhead City											
BATS	\$	1,378,298	\$	-	\$	-	\$	-	\$	1,378,298	
Kingman											
KART	\$	1,071,600	\$	-	\$	-	\$	38,000	\$	1,109,600	
Gardens			\$	44,000					\$	44,000	
Mohave Mental Health	1		\$	23,000					\$	23,000	
Subtotal	\$	1,071,600	\$	67,000	\$	-	\$	38,000	\$	1,176,600	
Lake Havasu											
HAT	\$	2,125,000	\$	-	\$	-	\$	-	\$	2,125,000	
New Horizons			\$	71,000					\$	71,000	
Subtotal	\$	2,125,000	\$	71,000	\$	-	\$	-	\$	2,196,000	
Mohave County											
Senior Transporation	\$	-	\$	-	\$	-	\$	-	\$	-	
Central AZ DD			\$	42,000					\$	42,000	
WestCare			\$	83,000					\$	83,000	
Subtotal	\$	-	\$	125,000	\$	-	\$	-	\$	125,000	
La Paz County											
La Paz County Health	\$	-	\$	60,000	\$	-	\$	-	\$	60,000	
Town of Quartzsite	\$	-	\$	3,745	\$	-	\$	-	\$	3,745	
Subtotal	_	-	\$	63,745	\$	-	\$	-	\$	63,745	
2007 Region Total	\$	4,574,898	\$	326,745	\$	-	\$	38,000	\$	4,939,643	

2008					
Bullhead City					
BATS	\$ 1,530,147	\$ -	\$ -	\$ -	\$ 1,530,147
Silver Ridge Village		\$ 44,000			\$ 44,000
Kingman					
KART	\$ 1,380,710	\$ -	\$ -	\$ 41,800	\$ 1,422,510
Mohave Mental Health		\$ 23,000			\$ 23,000
Lake Havasu					
HAT	\$ 1,825,000	\$ -	\$ -	\$ -	\$ 1,825,000
Mohave County					
Senior Transporation	\$ -	\$ -	\$ -	\$ -	\$ -
La Paz County					
La Paz County Health	\$ -	\$ -	\$ -	\$ -	\$ -
Town of Quartzsite	\$ -	\$ 56,500	\$ -	\$ -	\$ 56,500
2008 Region Total	\$ 4,735,857	\$ 123,500	\$ -	\$ 41,800	\$ 4,901,157
2009					
Bullhead City					
BATS	\$ 1,741,655	\$ 130,000	\$ -		\$ 1,871,655
Kingman					
KART	\$ 1,165,536	\$ -	\$ -	\$ 45,980	\$ 1,211,516
Mohave Mental Health		\$ 23,000			\$ 23,000
Lake Havasu					
HAT	\$ 3,077,000	\$ -	\$ -	\$ -	\$ 3,077,000
Mohave County					
Senior Transporation	\$ -	\$ -	\$ -	\$ -	\$ -
La Paz County					
La Paz County Health	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000
Town of Quartzsite	\$ -	\$ 4,400	\$ -	\$ -	\$ 4,400
2009 Region Total	\$ 5,984,191	\$ 207,400	\$ -	\$ 45,980	\$ 6,237,571
Three Year Total	\$ 15,294,946	\$ 657,645	\$ -	\$ 125,780	\$ 16,078,371

APPENDIX A REGIONAL STAKEHOLDER MEETING SUMMARIES

WACOG REGIONAL TRANSPORTATION COORDINATION PLAN MEETING

Kingman City Hall, Kingman December 7, 2006, 1:00 PM

Meeting Summary

Attendance

Alex Taft, Town of Quartzsite Jack Kramer, City of Kingman M.E. "Gene" Helper, Mohave County Larren Vandman, Silver Ridge Village Ann Marie Wilkinson, WACOG Karren Anderson, La Paz County Connie Mathewson, La Paz County Dean Cooke, Colorado City John Barlow, Colorado City Laura Henry, KART Janet Ackerman, KRMC Larry Wiemken, BATS Ken Fulton, BATS Stan Usinowicz, Havasu Area Transit Gary Parsons, Havasu Area Transit Kim Mitchell, West Car Arizona Terry Delia, New Horizons Suzanne Clarke, Kingman Aid Abused People Dave Cyra, FTA/CTAA Liason Steve Rost, ADOT, Jim Dickey, ADOT, Amy Ostrander, Ostrander Consulting, Rick Evans, RAE Consultants, Inc.

Getting Started

Ann Marie Wilkinson of Western Area Council of Governments (WACOG) assisted with organizing the meeting in the absence of Dave Barber. After Rick Evans of RAE Consultants, Inc. provided an overview of the meeting, Jim Dickey, ADOT Public

Transportation Division Director and Steve Rost were introduced. Steve provided information about the Safe Routes to School program. David Cyra, representing the Federal Transit Administration and Community Transportation Association of America was introduced. Dave is supporting various states in developing the required coordination plans. Amy Ostrander, Ostrander Consulting, Inc., primary contact for the WACOG plan, was introduced.

Rick reviewed the purpose of the workshop which was to begin the process of developing a Regional Transportation Coordination Plan for the WACOG area. Coordination Plans are mandated in the new SAFETEA-LU federal transportation reauthorization legislation. Anyone requesting funding, beginning in 2007, under the Federal Transit Administration (FTA) 5310, 5316 and 5317, and indirectly 5311, programs must be included in a Transportation Coordination Plan.

Participants then introduced themselves, including the type of transportation they provide and the location of there service. Gene Helper of Mohave County advised the group that the County is in the process of turning the operations of transit services provided by the County within the city limits of any town/city to that transit agency – in Kingman to KART, in Bullhead City to BATS, and in Lake Havasu to HAT. This will allow Mohave County to focus on providing better transit options to rural county residents. Based on these introductions, the attendees broke into four groups by areas:

Kingman Bullhead City Lake Havasu Mohave County (including Colorado City) La Paz County

These groups then discussed issues for their region:

Existing Providers Current Coordination Unmet Needs Ideas for Coordination

Subregion Reports

Kingman

Existing Providers

- KART Greater Kingman Service area 50 square miles.
- In addition to non-profits, Greyhound important carrier.

Current Coordination

- Some coordination between KART and hospital
- Insurance issues for more coordination
- Donations in place of fixed fee for Seniors

Unmet Needs

• Hours of operations to 24 versus 8-10 currently

- No one-stop center for information
- Pick up outside of city limits
- Police department in Bullhead
- Need software for coordination

Ideas for Coordination

 Investigating joint purchase of Trapeze software with Lake Havasu/Bullhead

Bullhead City

Existing Providers

- BATS: 3 Fixed Routes, 4 Deviated/DAR vehicles. 1-2 wheelchairs per day.
- Westcare 6 vehicles, Referrals faxed in; 12 facilities served, trips range from 1 to 700 miles. Children under 12 account for 70% of riders. Local trips account for 25% of trips, DES funding comes from 10 categories.
- Taxicabs fluctuates. Maybe 2-3
- Legacy Foundation
- Senior Center has two vehicles
- Church Buses
- School system.

Current Coordination

- Westcare purchases BATS passes for able clients
- CMS buys passes for clients to methadone clinic, counseling

Unmet Needs

- BATS
 - Fixed Route on east side
 - Service for Mohave/New Hospital
 - Software for dispatch
 - Separate maintenance facility; currently by Bullhead City Fleet Shop
 - Highway turnouts for buses
 - Shelters/Lift Maintenance
 - Training
- Westcare
 - GPS vehicle Location system
 - Child seats
 - Vehicles have over 100,000 miles

Ideas for Coordination

- Bullhead to County Court in Kingman
- Help for Westcare within city
- Training
- Vehicle sharing/insurance/maintenance

Lake Havasu

Existing Providers

- New Horizons Contract with DD
- Mohave Mental Health
- Senior Center meals on wheels only
- Havasu Area Transit (Section 5311)
- DAV van

Current Coordination

- Planning together successfully
- Transit Advisory Committee broad-based: School District, MMH, New Horizons, Hospital, Salvation Army, Special Olympics, Interagency (respite/adult day care). Very active during transition from DAR to fixed route.

Unmet Needs

- Adult Day Care: fragile riders, require assistance
- Special Olympics training sessions
- Prestige Care Facility need help with screening riders to determine specific health requirements/need for attendant. Serving a wide range of rider needs.

Ideas for Coordination

- Back-up vehicle
- Emergency preparedness training
- Tri-City Council began in 2006, good cooperative energy
- Work force needs.
- No inter-city bus service
- Senior Rides concern with "client shedding" transfer vehicles but not operating funds.

Mohave County

Existing Providers

 Mohave County Seniors – County Supervisors want County to get out of transportation to the extent possible, out of large cities and focus on rule needs and meal delivery. Have 33 vehicles now, including those which focus on meal delivery (but also carry passengers when meal delivery in finished. Senior centers are located in Lake Havasu, Kingman, Bullhead and Golden Shore.

Current Coordination

• In process of negotiating IGAs with three large cities to turnover vehicles plus some AAA \$ to transfer senior services to city operated services.

Unmet Needs

• Growing senior population in County.

Potential Future Coordination

• Continue getting out of the transportation business, particularly in three large cities.

Colorado City

Existing Providers

• City operates one van (5310). On-call, usually one person at a time. Most rips to St. George and Flagstaff. St. George is 45 minute drive. Would like a smaller van/vehicle. No charge for service. Lots of 100 mile trips.

Current Coordination

• No one really to coordinate with. In Utah for all practical purposes.

Unmet Needs

 Would like an AHCCCS provider for the area. Would like to serve other small towns in the area, especially three small areas south of Colorado City (Cane Beds, Centennial Park, as well as CO City. Tie to Fredonia and Page. Serve Mocasson Kaipai band of Paoautes

Potential Future Coordination

• No obvious options for coordination.

La Paz County

Existing Providers

- Quartzite Transit Service 3 vehicles plus I new vehicle coming, 2 fulltime drivers and one parttime driver. Serve elderly and disabled. 2 days a week in Quartzite, 1 day in Blythe, 1 day in Parker, 1 day in Yuma and one day in Lake Havasu if enough people sign up (Lake Havasu only). Local trips are \$1.00 donation. Long distance trips are roughly \$7 donation (depending on distance). Lose money most on local trips, people think they shouldn't have to pay for local service.
- La Paz County Transit 4 9-10 passenger vans. Funded by County and WACOG. Serve Parker, Nuckenbar, Surprise, Enenburg, and Bust (spelling for all ???). \$3 suggested donation to Parker.

Current Coordination

• Not much if any.

Unmet Needs

• Didn't really discuss.

Potential Future Coordination

• The two agencies will talk to see where they can assist each other or form agreements re who is serving who, when. Currently there are informal rules re who is serving who (communities). They need to coordination better – information, referral, agreements re who is serving which communities, when and how they can work to gether to better swerve the population of La Paz County.

Planning Framework

An overview of the funding resources supporting transit in rural communities was reviewed. Rick stated that there is new 80% funding available for "mobility management" which could be used to fund staffing for a coordination lead agency.

Rick then mentioned the problem of getting good up-to-date information on transportation providers in each region. He passed out two items. One was a preliminary summary of information on area providers taken from recent grant applications. Accompanying that was a second sheet which was a one-page Transportation Provider Inventory. He asked those present if they would complete the inventory and send it back to Dave Barber at WACOG by Friday, December 29th.

As part of the discussion about transportation needs, Rick passed out a sheet including notes from the United We Ride workshop conducted in the fall of 2005.

United We Ride Assessment

The group then completed the federal United We Ride Assessment for Communities. The results are presented in Attachment A-1. In summary, WACOG covers a vast area and after considerable discussion, the assessment was completed for two subregions – Mohave and La Paz Counties.

What's Coming?

Rick then briefly reviewed a Program of Projects identifying elements the regions need for this first year of coordination planning. The table format presented a list of agencies to be funded down the left side and the FTA program funding categories across the top (5311, 5310, 5316 and 5317). The first year Regional Coordination Plans will need to show each project to be funded, for each agency, under each federal program. Ideally the Coordination Plans will have a three-year planning timeframe.

Planning Framework

A brief discussion then took place regarding the elements included in the framework for coordination planning. The following topics were addressed, as presented in the handout packet:

- Federal, state, regional and constituent roles
- Rural Transit Needs Assessment project
- Collaborative planning process
- Transit grant programs
- Coordination plan content
- Project evaluation
- Project schedule

Key points included: 1) the need to involve a broad variety of constituents in the planning process, including funding agencies and rider groups, to the extent possible; 2) the fact that the coordination planning requirements become more stringent in future years; 3) the availability of "mobility management" as an 80%-funded capital item under the all the FTA programs (including 5307 and 5311); and 4) the need for both ADOT and the regions to come up with specific criteria and priorities for funding under each of the FTA grant programs. Gregg Kiely stated that ADOT will be evaluating both of these issues and will provide information about ranking/priority with the grant application.

What Is Coordination?

The discussion then turned to the various activities that could be included under the definition of "coordination." Rick reviewed a sheet from the handout packet which presented a variety of potential activities.

Based on the discussion the following appear to have the most potential in the WACOG area.

- Kingman
 - o Integrate senior transportation currently provided by County
 - Technology support
- Bullhead City
 - o Integrate senior transportation currently provided by County
 - o Technology support
 - New routes
- Lake Havasu
 - o Integrate senior transportation currently provided by County
 - o Regional connectivity
 - Technology support
- Mohave County (including Colorado City)
 - o Emphasis on serving rural areas
- La Paz County
 - o Begin dialogue

Next Steps

Next steps were then identified for the various participants in the Regional Coordination Plan process.

ADOT and Consultant Team

Dave Barber will send a Transportation Provider Inventory form electronically. This form was provided in hard copy at the meeting and needs to be completed and returned to either electronically or by fax by DECEMBER 29TH to Amy Ostrander – aostranderconsulting@msn.com or 720-855-8984 with a copy to Dave at WACOG.

- Dave Barber will send the Budget Format electronically for providers and/or other others to complete regarding anticipated grant requests for a three-year time period for 2007, 2008 and 2009. This form was provided in hard copy at the meeting and needs to be completed and forwarded to Amy Ostrander by Friday, January 12th with a copy to Dave at WACOG.
- Dave Barber will send the five subregions a short list of agenda items prepared by the consultant team to be discussed at the 1-2 follow-up meetings in December and January
- ADOT will develop evaluation criteria and priorities for each FTA funding program.

COGS

- WACOG will refine the list of invitees and compare the list of invitees to the list of actual attendees and attempt to contact additional participants.
- WACOG will monitor the follow-up meetings that were scheduled for each subregion.

Local Providers and Other Stakeholders

- Complete the Transportation Provider Inventory by the end of the year and send it to WACOG and Amy Ostrander by December 29th.
- Prepare preliminary budget regarding FY 2007 to 2009 FTA grant requests and submit them to WACOG and Amy by January 14, 2007.
- Attend Subregion meetings:
 - Kingman, Lake Havasu, Bullhead and Mohave County to meet on Wednesday, Dec. 13th at 11:30. Meeting already scheduled to review software packages.
 - o La Paz to schedule meeting.

The workshop ended at approximately 4:30 PM.

ATTACHMENT A-1 A Self-Assessment Tool for Communities

COMPLETED BY WACOG ON DECEMBER 7, 2006 FIRST COLUMN, LA PAZ, SECOND COLUMN, MOHAVE COUNTY

Each item was rated according to the following: "1"-Needs to Begin, "2"-Needs Significant Action, "3"-Needs Action and "4"-Done Well.

Section 1: Making Things Happen by Working Together LP M

2.5_2.5 1. Have leaders and organizations defined the need for change and articulated a new vision for the delivery of coordinated transportation services?

1___3 2. Is a governing framework in place that brings together providers, agencies and consumers? Are there clear guidelines that all embrace?

2__3__3. Does the governing framework cover the entire community and maintain strong relationships with neighboring communities and state agencies?

2__4__4. Is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?

2__4__5. Is there positive momentum? Is there growing interest and commitment to coordinating human service transportation trips and maximizing resources?

Section 2: Taking Stock of Community Needs and Moving Forward

- 1_2_ 1. Is there an inventory of community transportation resources and programs that fund transportation services?
- 1_2_2. Is there a process for identifying duplication of services, underused assets, and service gaps?
- 2_2_3. Are the specific transportation needs of various target populations well documented?
- 2_3_4. Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/reduce costs?
- 3_3_5. Are transportation line items included in the annual budgets for all human service programs that provide transportation services?
- 3_4_ 6. Have transportation users and other stakeholders participated in the community transportation assessment process?
- 2_2_7. Is there a strategic plan with a clear mission and goals? Are the assessment results used to develop a set of realistic actions that improve coordination?
- 4_4_ 8. Is clear data systematically gathered on core performance issues such as cost per delivered trip, ridership, and on-time performance? Is the data systematically analyzed to determine how costs can be lowered and performance improved?
- 3_3_9. Is the plan for human services transportation coordination linked to and supported by other state and local plans such as the regional Transportation Plan or State Transportation Improvement Plan?
- 2_2_ 10. Is data being collected on the benefits of coordination? Are the results communicated strategically?

Section 3:	Putting Customers First
	3 1. Does the transportation system have an array of user-friendly and
	essible information sources?
1	3 2. Are travel training and consumer education programs available on an
	going basis?
1_	4_ 3. Is there a seamless payment system that supports user-friendly services
	promotes customer choice of the most cost-effective service?
	2_ 4. Are customer ideas and concerns gathered at each step of the
	ordination process? Is customer satisfaction data collected regularly?
	3.5 5. Are marketing and communications programs used to build
	areness and encourage greater use of the services?
Section 4:	Adapting Funding for Greater Mobility
	1 1. Is there a strategy for systematic tracking of financial data access
	grams?
	1 2. Is there an automated billing system in place that supports the seamless
	ment system and other contracting mechanisms?
Section 5:	Moving People Efficiently
	2 1. Has an arrangement among diverse transportation providers been
	ated to offer flexible service that is seamless to customers?
	2 2. Are support services coordinated to lower costs and ease management
	dens?
	2 3. Is there a centralized dispatch system to handle requests for
	asportation services from agencies and individuals?
	2 4. Have facilities been located to promote safe, seamless, and cost-effective
	asportation services?
uai	isportation services:

WACOG REGIONAL TRANSPORTATION COORDINATION PLAN MEETING

Kingman City Hall, Kingman February 22, 2007, 10:00 AM Meeting Summary

Attending the February 22, 2006 Regional Transportation Coordination Plan Workshop in Kingman:

Alex Taft, Town of Quartzsite

Brad Bixler, Mohave County

Darren VanDeman, Silver Ridge Village

Connie Mathewson, La Paz County

Dean Cooke, Colorado City

John Barlow, Colorado City

Laura Henry, KART

Janet Ackerman, KRMC

Larry Wiemken, BATS

Ken Fulton, BATS

Don Bergen, Havasu Area Transit

Gary Parsons, Havasu Area Transit

Terry Delia, New Horizons

Darla Tilley, T.O.P Senior Center

Rob Long, Central AZ Council on DD

Brittany Adkins, Central AZ Council on DD

Glenda Holiday, Central AZ Council on DD

Cherie Hart, Foundation for Senior Living

Jeanne Caisse, Grand Vista Inc.

Harold Van Hocore, Operation Blessing, RCOA

Teri Williams, Hualapai Tribe Planning Department

Joy Griego, Mohave Mental Health

Dave Barber, WACOG

Steve Rost, Gregg Kieley, Loretta Crimi, ADOT,

Amy Ostrander, Ostrander Consulting,

Rick Evans, RAE Consultants, Inc.

Getting Started

Rick Evans began the meeting and welcomed those present. He introduced Amy Ostrander, who was the consultant team member working specifically with the WACOG plan. He then thanked Dave Barber for hosting the meeting.

Rick stated that the workshop would be conducted in two parts. In the morning the draft WACOG Regional Transportation Coordination Plan would be reviewed and discussed. In the afternoon ADOT staff would review the program application packets for the federal Transit Administration (FTA) 5310, 5316 and 5317 programs. He then asked those present to introduce themselves.

General Comments on the Plans

It was stated that the draft plans were a good start and Rick thanked the participating agencies for submitting information on their services and for considering new coordination opportunities. He said that before the plans are finalized by the end of March, two key date items were needed. First it will be important to make sure that all agencies in the region, who are providing transportation services now or who are considering it in the future, participate in the planning process and are included in the plan. Second, it is essential that participating agencies include their anticipated FTA grant requests in the plan. Rick then stated that all necessary information would need to be submitted to Amy Ostrander by Monday, March 12, at the latest.

Plan Specifics

Rick then turned the meeting over to Amy Ostrander to review the draft plan with those present. Amy reiterated that there were four sub-regions in the WACOG region and that she would go through the draft plan by sub-region. Each agency should comment on the narrative provided on its service as well as what was included in their anticipated grant requests for the next three years. Comments were then made by each of the agencies present. Additional comments were requested by March 12, 2007.

Next Steps

Two items were requested from each participating agency my March 12th; changes to the existing service descriptions, and information on anticipated grant requests.

The Coordination Plan portion of the workshop ended at approximately 11:50 AM.

APPENDIX B Mohave County Senior Program Vehicle Inventory

(Many of the vehicles listed below are only used for our meal delivery program)

Vehicle	Vehicle		# of	# W/C	
Make	Model	Year	Seats	Tie-Downs	Condition
2006 Chevy?		7	0	Excellent	
2003 F350 FORD V	AN		12	0	Good
2005 Chevy Uplande	r		7	0	Excellent
2002 FORD EXPLO	RE		3	0	Good
2001 FORD VAN W	//LIFT		8	2	Fair
2000 2 DR. BLAZEI	R (Meal delivery)		3	0	Fair
2000 2 DR. BLAZEI	R (Meal delivery)		3	0	Poor
1999 DODGE VAN	W/LIFT		8	1	Fair
1997 FORD MINI B	US W/LIFT (Back-u	ip)	7	1	Fair
1998 DODGE MINI	VAN (Meal delivery	y)	5	0	Fair
1998 DODGE MINI	VAN (Meal delivery	y)	5	0	Fair
2000 2 DR. BLAZEF	R (Meal delivery)		3	0	Fair
1999 CUTAWAY V	AN W/LIFT		8	1	Fair
1995 Ford Econoline	(Hauling)		n/a	0	Poor
2004 Chevy Venture	mini-van		5	0	Good
2005 Chevy Uplande	r		7	0	Excellent
1999 Cutaway Van V	V/Lift (Back-up)		8	1	Fair
1998 DODGE MINI	VAN (Meal delivery	y)	5	0	Good
2003 Ford van W/Lif	ìt		8	2	Good
2004 Chevy Venture	mini-van		5	0	Good
2001 DODGE MINI	VAN (Meal delivery	y)	5	0	Fair
2000 DODGE CARA	AVAN (Meal deliver	y)	5	0	Fair
2000 DODGE CARA	AVAN (Meal deliver	y)	5	0	Fair
1998 DODGE MINI	VAN (Meal delivery	y)	5	0	Fair
2002 CHEVY ASTR	.0		5	0	Good
2002 CHEVY ASTI	RO		5	0	Good
2003 Ford E-350 van	w/lift		8	2	Good
2001 Ford vanW/Life	t		8	1	Fair
2001 MINI VAN (M	Ieal delivery)		5	0	Fair
1994 FORD RANGE	ER (Hauling)		n/a	0	Poor
1999 CUTAWAY V	AN		9	0	Fair
1999 CUTAWAY V	AN (Back-up)		9	0	Fair
2000 DODGE MAX	IVAN W/LIFT		8	2	Fair
2000 DODGE CARA	AVAN (Meal deliver	y)	5	0	Fair
1998 DODGE MINI	VAN (Meal delivery	y)	5	0	Fair